

COUNTY AND SANITARY DISTRICT HEADS AND JUDGES OF THE AP- PELATE, CIRCUIT AND SUPERIOR COURTS

Board of County Commissioners—

Peter Reinberg, President.
Commissioners City District:
Peter Reinberg.
Charles N. Goodrow.
Robert W. McKinley.
Frank J. Wilson.
Emmett Wheelan.
Joseph M. Fitzgerald.
Bartley Burs.
Albert Nowak.
Daniel Ryan.
John Budinger.
County District:
William Busse.
Joseph Carolan.
Dudley D. Pierson.
George A. Miller.
William H. McLean.
Committee Clerk Peter J. Ellert.
Room 537, Court House.
Address all commissioners Room
537, County Building.
Henry A. Zender, Superintendent
of Public Service.

Sheriff—

Charles W. Peters.
County Treasurer—
Harry R. Gibbons.
Jacob Lindheimer, Assistant Treas-
urer.

Recorder of Deeds—

Joseph F. Haas.
Registrar of Titles (Torrens Sys-
tem)—
Joseph F. Haas.
F. R. Steiner, Chief Clerk.
R. 120, 1st floor, County Building

County Clerk—

Robert M. Switzer.
John H. Mack, Chief Deputy.
T. J. Crowe, Chief Clerk.
John P. Keever, Chief Bookkeeper.
J. S. Mayer, Chief Cashier.
Louis C. Legner, Chief Marriage
License Department.
James G. Wolcott, Chief Tax Re-
demption Department.
M. J. Browne, Chief Map Depart-
ment.
Daniel Herlihy, Chief Election De-
partment.
R. 232, 2nd floor, County Building.
Martin J. O'Brien, Chief of Tax Ex-
tension Department.
Frank L. Padeloup, Head Clerk.
R. 217, 2nd floor, County Building.

County Comptroller and Clerk Board of Commissioners—

Robert M. Switzer.
William J. Graham, Deputy Compt-
roller.
M. J. O'Connor, Chief Clerk.
R. 511, 5th floor, County Building.
Clerk of the County Court—
Robert M. Switzer.
George L. McConnell, Chief Clerk.
J. G. H. Meyer, Chief Insanity Di-
vision.
R. 606, 6th floor, County Building.

County Agent—

Wm. H. Ehemann, 213 South Peoria
Street.

Cook County Hospital—

Cor. of Harrison and Wood Sts.,
Chicago, Ill.
Michael Zimmer, Warden.

Oak Forest Institution—

Henry L. Bailey, Superintendent.
Mail P. O. Oak Forest, Ill.

Public Welfare Bureau—

Amelia Sears, Director.
R. 732, 7th floor, County Building.

Coroner—

Peter M. Hoffman.
David R. Jones, First Assistant.
R. 500, 5th floor, County Building.

Clerk of the Circuit Court—

August W. Miller.
Louis Hutt, Chief Deputy.
Otto Bessner, Chief Clerk.
R. 412, 4th floor, County Building.

Clerk of the County Court—

August W. Miller.
Edward R. Arkema, Chief Clerk.
R. 1007, 10th floor, County Build-
ing.

Clerk of the Superior Court—

John Kjellander.
Leonard A. Brundage, Chief Deputy.
James French, Chief Clerk.
R. 437, 4th floor, County Building.

Clerk of the Criminal Court—

William R. Parker.
Robert R. Levy, Chief Clerk.
Criminal Court Building, cor.
Michigan St. and Dearborn Ave.

Clerk of Probate Court—

John F. Devine.
R. 623, 6th floor, County Building.

Clerk of the Appellate Court—

James S. McInerney.
John E. Connerty, Chief Deputy.
R. 1400, Michigan Blvd. Building.

Members of Board of Review—

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Edward R. Litzinger.
Stephen D. Griffin, Chief Clerk.
William P. Feeney, Assistant Chief
Clerk.
R. 337, 3d floor, County Building.

Members of Board of Assessors—

Michael K. Sheridan.
W. H. Weber.
Adam Wolf.
Chas. Krutkoff.
R. 312, 3rd floor, County Building.

Cook County Civil Service Commis- sion—

Harry A. Lipsky, Chairman.
James M. Whalen, Secretary.
Raiph H. Peck.
William F. Fohrman, Office Secre-
tary.
R. 547, 5th floor, County Building.

County Superintendent of Schools—
Edward J. Tobin.
R. 506, 5th floor, County Building.

State's Attorney—
MacLay Hoyne.
M. F. Sullivan, First Assistant.
Criminal Court Building.
Chas. Case, Jr., in charge of Cook
County Law Department.
R. 507, 5th floor, County Building.

JUDICIARY.
Illinois Supreme Court—
Judge Orrin N. Carter.
R. 1025, 10th floor, County Build-
ing.

Appellate Court—
Branch 1.
William H. McSurely.
William E. Dever.
Jesse Holdom.
R. 1400, Michigan Blvd. Building.
Branch 2.
Charles A. McDonald.
John P. McGorty.

Albert H. Barnes.

R. 1400, Michigan Blvd. Building.
Branch 3.
John M. O'Connor.
Thomas Taylor, Jr.
Clarence N. Goodwin.
R. 1400, Michigan Blvd. Building.

Judge of Probate Court—

Henry Horner.
Judge of County Court—
Thomas F. Scully.

Judge of Juvenile Court—

Merritt W. Pinckney.
Judge of Superior Court—
Albert C. Barnes.

Theodore Brentano.
Joseph Sabath.
Wm. Fenimore Cooper.
William E. Dever.
Joseph H. Fitch.
Charles M. Foell.
Henry Guerlin.

Jacob H. Hopkins.
Martin M. Gridley.
Marcus A. Kavanagh.
Charles A. McDonald.
M. L. McKinley.
William H. McSurely.
John M. O'Connor.

Hugo Pam.
Denis E. Sullivan.
John J. Sullivan.
Joseph E. David.
Oscar Hebel.

Extra Judges—

10th floor, County Building.
Judges of the Circuit Court—
Victor P. Arnold.
Robert E. Crowe.

Jesse Baldwin.
George F. Barrett.
David M. Brothers.
Jesse Holdom.
Frank Johnston, Jr.
George Kersten.
David F. Matchett.
John P. McGorty.

Merritt W. Pinckney.
Kirkham Scanlan.
Frederick A. Smith.
Thomas Taylor, Jr.
Charles M. Thomson.
Oscar M. Torrison.

Richard S. Tuthill.
Charles M. Walker.
Thomas G. Windes.

Jury Commission—

Joseph H. Barnett.
Otto Pompl.
Chas. W. Seiwert.
Chas. L. Caswell, Chief Clerk.

R. 324, 3rd floor, County Building.
Chicago Law Institute and Library—
10th floor, County Building.

William Holden, Librarian.
County Supt. of Highways—
George A. Quinlan.

R. 325, 3rd floor, County Building.
President of Sanitary District—
Chas. H. Sergel.

Trustee of Sanitary District—
William J. Healy.
Patrick J. Carr.
Wallace G. Clark.
Harry R. Little.

Chas. H. Sergel.
George W. Paulina.
W. O. Nance.
James H. Lawley.
M. A. Mueller.

John McGillen, Clerk.
900 S. Michigan Ave. (Karpen
Building). Telephone Warshaw
1320.

Cook County Building—
Occupies block, Randolph, Wash-
ington, Clark and La Salle Sts.
John Czekala, Custodian.

Criminal Court Building—
Cor. Michigan and Dearborn Ave.
Jacob Pomerantz, Custodian.

Cook County Jail—
Criminal Court Building, Dearborn
Ave., between Michigan and
Illinois St.

William T. Davies, Jailor.
County Surveyor—
Harry Emerson.

R. 426, 4th floor, County Building.
County Architect—
Eric E. Hall.

129 N. Clark St.

Marx Beer Tunnel and Restaurant,
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ison streets, is well worth your patron-
age. It is one of the fine old style
restaurants where everything is good
and plenty of it. The cooking could
not be better. Just sample it. The
management, under the guiding hand
of Fred H. Marx, has won encomiums
for this fine eating house in the heart
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factory at 2148 to 2168 Canalport ave-
nue is one of the largest in the coun-
try and is noted for its cleanli-
ness, thoroughness and attractiveness
throughout, and for the great product
it turns out.

Judge Charles A. McDonald is mak-
ing a splendid record on the Superior
Court bench. He is a conscientious
and fair-minded judge.

Sidney Adler, the well known law-
yer, is in the front rank of boomers
of his native city—Chicago.

Fred W. Upham would make a
splendid United States Senator if he
would consent to make the race for
that position.

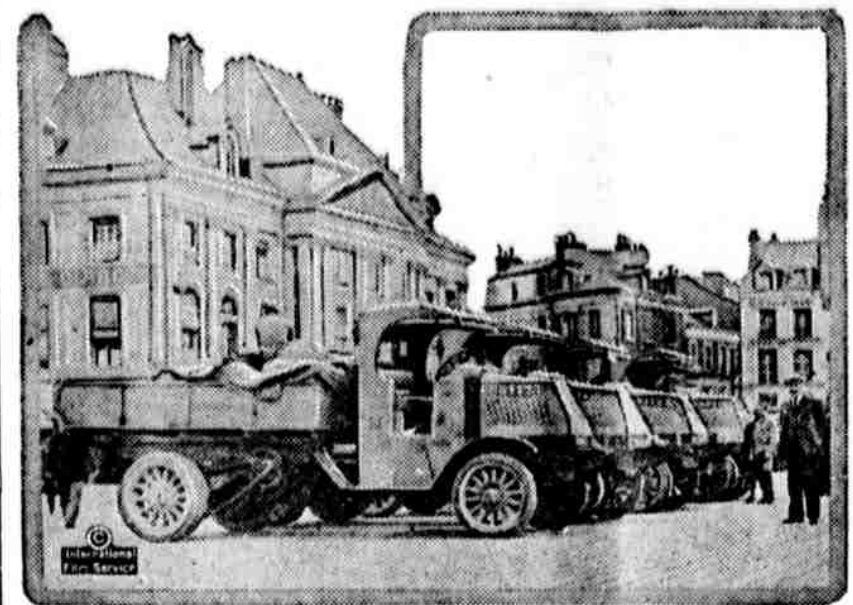
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siglia Brothers have long held a great
name for their unrivaled Italian cook-
ing. Their Spaghetti and Ravioli have
won well deserved reputations on ac-
count of their excellence.

Judge John Steik of the Municipal
Court is one of the most popular ju-
rists on the bench. He is fearless,
able and honest.

Dixon C. Williams, the well known
manufacturer, deserves well at the
hands of the Democratic party. He is
a born leader.

AUTO NEWS

UNCLE SAM TRAINED 75,000 DRIVERS FOR DIFFICULT TASKS DURING THE WAR



United States Motor Transports Used in Carrying Supplies to Front in France.

When Uncle Sam's armies finished the war the motor transport corps comprised a force of roughly 150,000 trained drivers of motortrucks, cars and motorcycles.

Of this great force, only about half were trained drivers when they enlisted for the service, so it was necessary in order to have this force of men to train 75,000 men to drive automotive vehicles.

The ammunition trains, supply trains, sanitary trains and casual motorized units which first went overseas were composed of trained drivers, as a rule. Those who came after were the men who did not know cars, engines, or any of the problems of driving, particularly such problems as driving over roads under shell fire or with the great congestion of the roads to the fighting zone in France. The men who came in the second great rush of men for the army had therefore to be trained from the very beginning to know the machine, and then to know the problems of driving in formation on military roads.

Big Problems Presented.
The two big phases were the teaching of the mechanism of the truck engine—I say truck because this was by far the more vital part of the training of driving in military formations of huge fleets of trucks.

Now that the war is over the problem of teaching the mechanism of the machine is by far the more important to the commercial truck operator. As to the military formation required in the army, this can be disposed of quickly.

On the Mexican border, and with the Pershing expedition into Mexico, the problem of mass operations with trucks was of minor importance. The drivers went forward with some semblance of military formation, with certain distances between trucks, and

with some attempt at military cohesion. The truck work, however, was more or less of a problem of every man to drive his own machine.

New System Developed.
When the American army reached France, with the greatly restricted areas of operation, the shorter distances for ordinary hauls and the intense congestion of the roads, it was necessary to develop a military precision in handling of trucks, before that unheard of. The French transport was first to develop this precision, and its vital need was shown in the British offensive on the Aisne in 1917, when the enormous number of over 5,300 trucks moved an entire British corps in military formation into the fighting line. Such a column meant nearly 100 miles of length for the train. And to have this body of trucks operating properly the strictest discipline was required.

This truck discipline was first systematized on the French lines by work and experiments at Camp Johnson, Fla., near Jacksonville, the mother school of the motor transport corps, and was soon developed into book form and standardized for the army.

Thorough Training Given.
To the commercial truck operator, however, the work done to train the drivers in the handling of their vehicles was far more important. Every man who went into the corps was given a thorough training in the operation of the motor vehicles, and while the Camp Johnson school was working out truck discipline enormous regular and shop units were in full operation in other parts of the country. Such, for instance at Camp Holabird, near Baltimore, and at Atlanta, while over in the West there were such units as at San Antonio. These were mechanical organizations for repair work and for shop training.

EMERGENCY WHEEL FOR AUTO
Device, Mounted on Axle, Can Be Readily Attached to Disabled Cars by Clamps.

For the garageman who encounters road jobs that necessitate towing in a car with a broken wheel or axle, an emergency wheel, such as is used by one suburban repair shop, is not only adaptable to most any kind of car, electric, gasoline, or steam, but is

quickly made up of discarded materials with but little work, says Popular Mechanics.

The wheel is of the regular automobile type with a 34 by 4-inch pneumatic tire, this size being suitable for use on both large and small cars. The axle is either a broken front axle or a short section of a strong steel beam. The emergency axle is bent or dropped, the offset being necessary to clear the axle-housing flange or brake drum. The device is attached by means of two U-shaped clamps and nuts. The sketch shows the general appearance and manner of attaching the emergency wheel to the rear axle of a car, but it may also be used in front, as the clamps are easily shifted.

TO SILENCE RATTLING RODS
Noise Made is Source of Much Annoyance to Occupants of Car—Way to Remedy Trouble.

Where long rods of small diameter are used for brake connections, and so forth, particularly on the smaller cars, the rattle and chattering they make is a source of constant annoyance. There is an easy way, however, to put a stop to these noises. A coil spring one-half inch to an inch in diameter should be firmly attached at one end to the middle of each rod and the other end extended under tension to the frame side member or some other convenient point for anchorage. The tension on these springs will hold the rods rigid and prevent vibration and noise.

OIL WILL SILENCE SQUEAKS
If in Hurry to Stop Noise Pour Little Kerosene Over Spring and Shake Car.

Whenever the car has suffered a bump of any kind, a crash against the curb or anything of the sort, the wheels should immediately be tested for alignment, as a bang of this kind is quite enough to force them out of correct alignment, which will lead to excessive wear.

KEEP WHEELS IN ALIGNMENT
When Car Has Suffered Bump or Crash Against Curb Wheels Should Be Tested at Once.

Everyone who owns a car has had difficulty with cutting gaskets. Try this method the next time: Put the material—asthetics, felt, paper, etc.—over the hole for which it is being cut. Take a ball-head hammer and place it on the material over the hole. Then tap this hammer gently with another hammer, and the gasket can be cut without the frayed edges that are so annoying.

TO PROPERLY CUT GASKETS
Plan Which Will Be Found Convenient for Owners of Cars—Frayed Edges Avoided.

Richard M. Hennessey, the well known building contractor, has an honored record for ability and efficiency.

K. G. Schmidt & Son have opened their new subdivision in North Edge-water. It is located at the southeast corner of Fairfield and Devon avenues—one of the most beautiful and accessible of locations.

Professor M. J. Dwyer, whose splendid gymnasium is on the nineteenth floor of the Continental and Commercial Bank building, has a great clientele among the solid men of Chicago. Business and professional men of standing and fame are among his best pleased patrons.

F. William Morf, with the big and well-known South Water street house of C. H. Weaver & Co., is one of the most popular men in the vegetable and fruit trade.

Robert R. Jampolis would make a great judge.

Secretary of State Louis L. Emmerson is making a fine record and many friends by the able and efficient manner in which he conducts his great office.

Gus A. Berkes for many years proprietor of the North Side Turner Hall is now distributor for Pom-Roy, a pure apple wine of the Champagne type. As usual he is making a big success.

STATE OFFICIALS

Governor,
FRANK O. LOWDEN.
Lieutenant-Governor,
JOHN G. OGLESBY.
Attorney General,
EDWARD J. BRUNDAGE.
Secretary of State,
LOUIS L. EMMERSON.
State Treasurer,
LEN SMALL.
Auditor,
ANDREW RUSSELL.
Superintendent of Public Instruction,
FRANCIS G. BLAIR.
Clerk of Supreme Court,
CHARLES W. VAIL.

CITY OFFICIALS

Mayor,
WILLIAM MALE THOMPSON.
Treasurer,
CLAYTON F. SMITH.
City Clerk,
JAMES T. IGOE.
Comptroller,
EUGENE R. PIKE.
Corporation Counsel,
SAMUEL A. ETTLESON.
Commissioner of Public Works,
FRANK I. BENNETT.
Commissioner of Health,
JOHN DILL ROBERTSON, M. D.
General Superintendent of Police,
JOHN J. GARRITY.

COUNTY OFFICIALS

State's Attorney,
MACLAY HOYNE.
County Treasurer,
HARRY R. GIBBONS.
Recorder of Deeds,
JOSEPH F. HAAS.
Sheriff,
CHARLES W. PETERS.
County Judge,
THOMAS F. SCULLY.
County Clerk,
ROBERT M. SWITZER.
Probate Judge,
HENRY HORNER.
Probate Clerk,
JOHN F. DEVINE.
Criminal Court Clerk,
WILLIAM R. PARKER.
Superior Court Clerk,
JOHN KJELLANDER.
Circuit Court Clerk,
AUGUST MILLER.
Coroner,
PETER M. HOFFMAN.
President County Board,
PETER REINBERG.
Board of Review,
P. A. NASH.
EDWARD R. LITZINGER.
Board of Assessors,
WILLIAM H. WEBER,
ADAM WOLF,
GEORGE K. SCHMIDT,
CHARLES KRUTKOFF,
MICHAEL K. SHERIDAN.

THE SANITARY DISTRICT

Facts about the Sanitary District and drainage canal:

The main and water power channel is 40 miles long.

Length of river, lake to Robey street, 6 miles.

Length river diversion channel, 18 miles.

Width main channel, Robey street to Summit.

Bottom, 110 feet; top, 125.

Width main channel, Summit to Willow Springs.

Bottom, 262 feet; top, 320.

Width main channel, Willow Springs to Lockport (rock section): Bottom, 160 feet; top, 182.

Width river diversion channel: Bottom, 200 feet.

Minimum depth of water in main channel, 22 feet.

Current in earth sections, 1.4 miles per hour.

Current in rock sections, 1.9 miles per hour.

Present capacity of canal, 300,000 cubic feet per minute.

Total amount of excavation, 42,529, 635 cubic yards.

The north shore channel, extending from Lawrence avenue to Lake Michigan, in the village of Wilmette, is about 2 miles long with a water depth of 15.6 feet.

Construction of the Sag canal to drain the Calumet region was begun in the summer of 1911.

Sag channel will be 22 miles long when work is finished.

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